

In the Specification:

Please replace the paragraph at page 1, lines 5 to 13, with a replacement paragraph amended as follows:

The present invention relates generally to a cleated shoe or a shoe having cleats in use for ~~tracks~~ track and ~~fields,~~ field, soccer, rugby, baseball, golf, or the like. More specifically, the present invention pertains to an improvement in a sole structure of a cleated shoe for the purpose of advanced traction performance due to an improved fittability between a sole and a plantar surface of a foot and also for the purpose of dispersion of thrust from the cleats.

Please replace the paragraph at page 1, lines 14 to 19, with a replacement paragraph amended as follows:

In cleated shoes for ~~tracks~~ track and ~~fields,~~ field, various kinds of tightening means such as belts, shoelaces, or the like [[has]] have been used in order to tightly fasten a shoe to a foot of a shoe wearer. In such shoes, a tightening means such as belts or shoelaces presses a foot of a shoe wearer via an upper of a shoe against an outsole.

Please replace the paragraph at page 2, line 21 to page 3, line 3, with a replacement paragraph amended as follows:

In a bicycle race, an athlete pushes a pedal by his or her entire foot without flexing the foot with a portion of

a sole surface of a shoe contacted to the pedal. In contrast, in the case of tracks, track sports, an athlete must grip the ground surface securely at the time of ~~striking~~ ~~striking~~ onto the ground and advance forward by kicking the ground surface at the time of leaving the ground, which requires traction at the time of flexing of the forefoot portion of a foot.

Please replace the paragraph at page 8, lines 21 to 25, with a replacement paragraph amended as follows:

The outsole 2 is, as shown in FIG. 3, a thin plate member and may be formed of a hard synthetic resin. A plurality of cleats 20 are fitted on the bottom surface of the outsole 2. These cleats 20 may be formed of ceramic, metal, hard synthetic resin, or the like.

Please replace the paragraph at page 9, line 22 to page 10, line 9, with a replacement paragraph amended as follows:

Here, in FIG. 1 showing a bone structure of a foot, a thenar eminence TE indicates anatomically a bulged, metatarsophalangeal joint portion MJ<sub>1</sub> and its perimeter disposed between a first proximal phalanx PP<sub>1</sub> and a first metatarsus M<sub>1</sub>. Similarly, a hypothenar eminence HE indicates anatomically a bulged, metatarsophalangeal joint portion MJ<sub>5</sub> and its perimeter disposed between a fifth proximal phalanx PP<sub>5</sub> and a fifth metatarsus M<sub>5</sub>. Also, a region RD encircled by a double dotted line indicates a region corresponding to a first distal phalanx DP<sub>1</sub>.

A region RT encircled by a double dotted line indicates a region including interphalangeal joints TJ<sub>2</sub> to TJ<sub>5</sub> between a second to fifth distal phalanx DP<sub>2</sub> to DP<sub>5</sub> and a second to fifth middle phalanx MP<sub>2</sub> to [[MP<sub>5</sub>]] MP<sub>5</sub>. fifth middle phalanx MP<sub>2</sub> to [[MP<sub>5</sub>]] MP<sub>5</sub>

Please replace the paragraph at page 11, line 18 to page 12, line 1, with a replacement paragraph amended as follows:

Furthermore, in this case, because the third bulge 2d is located at a position corresponding to a first distal phalanx and the fourth bulge 2e is located at a region including interphalangeal joints between a second to fifth distal phalanx and a second to fifth middle phalanx, when the forefoot portion F flexes during running ~~each toe~~ the toes closely contact concavities of the third and fourth bulges 2d, 2e. Thereby, fitability of the outsole 2 relative to the foot further improves.

Please replace the paragraph at page 12, lines 7 to 16, with a replacement paragraph amended as follows:

Next, FIG. 5 shows a sole pressure and tractional force distribution diagram, where a sole pressure is exerted on a plantar surface of a forefoot portion of a foot and tractional force is applied [[to]] from the forefoot portion to the ground surface. In the drawing, constant-pressure lines indicate sole pressures. Also, an arrow mark in the downward direction shows the direction of the tractional force at the time of stepping onto and kicking the ground, and an arrow mark in the upward

direction shows the direction of the tractional force at. impacting the time of striking onto the ground.

Please replace the paragraph at page 12, lines 17 to 25, with a replacement paragraph amended as follows:

As shown in FIG. 5, the sole pressure is relatively high at positions corresponding to the thenar eminence TE and regions RD, RT. Also, at the time of stepping and kicking, the tractional force is applied to the ground surface from the positions corresponding to the thenar eminence TE and regions RD, RT. At the time of impacting onto the ground, the tractional force is applied to the ground from the position corresponding to the hypothenar eminence HE.

Please replace the paragraph at page 13, lines 15 to 18, with a replacement paragraph amended as follows:

To the contrary, in a prior art shoe having cleats on a substantially flat surface of an outsole, thrust of the cleats directly acts on the outsole in the upward direction and [[exert]] exerts pressure on a plantar surface of a foot.

Please replace the paragraph at page 14, lines 2 to 14, with a replacement paragraph amended as follows:

Generally, as the load exerted on a plantar surface of a foot becomes greater, deformation of a foot, a thrust from a cleat and traction relative to the ground surface

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also become greater. Therefore, in tracks track sports such as a dash where an extremely great load is exerted, an extreme curvature of protrusion of a bulge is made relatively large. On the other hand, in tracks track sports such as an extremely great load is hardly ever exerted, a curvature or protrusion of a bulge is made relatively small. Also, if a curvature or protrusion of a bulge where a greater load is exerted in a race is made greater according to the kinds of races or athletes, more effective traction control and thrust dispersion control can be achieved.

[RESPONSE CONTINUES ON NEXT PAGE]